

REMARKS

The claims have been amended as to form so as to take care of the formal objections thereto set forth in the outstanding Official Action.

The claims have also been amended so as to sharpen their definition of the invention relative to the prior art.

The prior art is represented by HARADA U.S. Patent 4,392,082 (as well as EP 1 096 141 referred to in our specification, which, as to the present invention, is functionally equivalent to HARADA).

In HARADA, a spark plug of special configuration is provided, which is attachable to and removable from the engine block in the usual way. This spark plug, however, is a special one, equipped to detect engine pressure, which is the same purpose as in the present invention.

But the spark plug of HARADA differs from the present invention, in that it has to be a spark plug of special configuration. Thus, when the spark plug needs replacement, this spark plug of special configuration must be removed and replaced with another one of the same type. This means that a continuous supply of special spark plugs must be provided, which is expensive and inconvenient.

By contrast, the present invention is able to use standard spark plugs or glow plugs or fuel injectors. This is because certain of the assembly is permanently secured to the

engine block, and the standard spark plug or glow plug or fuel injector is detachably held within that permanently attached portion.

Turning then to Fig. 1 of our drawings, we see a standard spark plug 1, releasably retained in the permanently attached construction by member 17, which is recited in our specification at page 6, lines 19 and 20, at page 8, lines 18-20 as being a screw-in connection. For our Fig. 3, the member 47 is described on our page 9, line 31 as being a nut; and for our Fig. 4 embodiment, we see the member 73 secured to the cylinder head 5 by screws 75 and 77, as also described in page 10, lines 24-26 of our specification.

By contrast, in HARADA, the corresponding member 27 is not exposed and hence is not removable for replacement of an internal part, such as the member 6-8 of HARADA. Also, of course, it is the entire assembly of an operative spark plug that is screwed into the cylinder head of HARADA, with the disadvantage pointed out above.

As the claims now in the case clearly bring out these distinctions with ample particularity, it is believed that they are all patentable, and reconsideration and allowance are respectfully requested.

The Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any

overpayment to Deposit Account No. 25-0120 for any additional
fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17.

Respectfully submitted,

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